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PUBLIC AIRCRAFT OVERSIGHT

Public Aircraft Oversight: Ensuring Safety for Critical Missions

Contractor's Perspective on Public Aircraft Oversight

Presented by
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National Security Technologies, LLC

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National Security Technologies, LLC (NSTec)

- Formed in 2005 as a joint venture between Northrop Grumman, AECOM, CH2M Hill, and Nuclear Fuel Services
- NSTec manages operations at the Nevada National Security Site (formerly the Nevada Test Site) and its related facilities and laboratories for the U.S. Department of Energy, National Nuclear Security Administration (DOE/NNSA).
- NSTec also works on projects for other federal agencies such as:
  - Defense Threat Reduction Agency (DTRA)
  - National Aeronautical Space Administration (NASA)
  - Departments of Defense and Homeland Security

Aircraft

- NSTec manages and operates a small fleet of fixed and rotary-wing aircraft owned by NNSA and based at the Remote Sensing Laboratories located at Andrews and Nellis Air Force Bases.

RSL-Nellis

RSL-Andrews

- The fleet of aircraft consists of –
  - 3 Beechcraft King Air model B200s
  - 2 Bell Helicopters model 412

Missions – On Call Response

- Three 4-person on-call response teams at both RSL-Nellis and RSL-Andrews
  - 24/7 duty
  - 2-hour recall, 4-hours wheels up/skids up
- Three aircraft always on standby
  - Two at RSL-Andrews
    - Eastern Region
    - National Capital Region
  - One at RSL-Nellis
    - Western Region

Beech King Air B-200

- Twin-engine turbo prop
- IFR (all weather) rated
- 260 knots (300 mph)
- Range 1,130 nm (1,300 sm)
- Max Endurance 5 hrs (without refueling)


Katrina Response

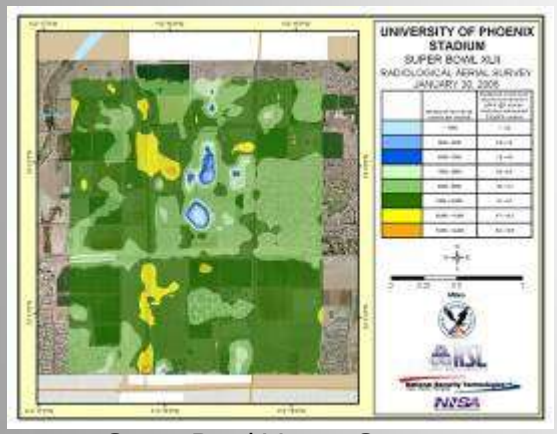
Missions (cont'd) – Radiological Mapping

Four-person crew

- Two Pilots
- Data Scientist
- Data Technician

Bell-412

- Twin-Engine
- IFR (all weather) rated
- 120 knots (140 mph)
- Range 360 nm (410 sm)
- Max Endurance 3 hrs (without refueling)



Super Bowl Venue Survey

Las Vegas Strip New Years Eve Survey

2009 Presidential Inauguration Support

Aircraft Operations Model

- Aircraft are operated under (Civil) FAR Part 91 or as Public Aircraft and maintained by NSTec with oversight from DOE and NNSA
  - Government Owned Contractor Operated (GOCO)
- All aircraft have Standard Airworthiness Certificates and are maintained to Civil Aircraft Standards of 14 CFR Parts 21, 43, and 91 according to the recommendations set forth in AC 00-1.1
- All manufacturers' recommended inspections and airworthiness limitations are followed to include all Mandatory and Alert Service Bulletins
- All pilots hold FAA Commercial/ATP airplane or rotorcraft certificates with instrument ratings and maintain FAR Part 67 Class I or II medical certificates
  - Pilots maintain FAR Part 61.57 currency for Pilot in Command
  - Annual simulator recurrent training for each pilot is required

Contractor's Perspective

- Our current operations model does not present any significant issues with Public vs. Civil Operations (virtually transparent)
- Whether operating in a Public or Civil status, aircraft maintenance and operations standards follow FAA regulations
- Reasons this model works well:
  - Aircraft are owned by Federal Government
  - Management and Operations contract is with single entity (DOE)
  - Long-term relationship with contract (Contractor changes over time but standards remain the same)
  - Continuity in line of oversight and management (DOE-NNSA-NSTec)
    - DOE (Office of Aviation Management)
    - NNSA (Federal Aviation Manager and Safety Officer)
    - NSTec (Aviation Management and Safety Officer)
  - Public Client (DOE/NNSA) voluntarily adopted standards for aircraft Civil Airworthiness Standards

Contractor's Perspective (cont'd)

- Additional Reasons for current operations model
  - Economics of maintaining and operating aircraft are stable from a programmatic standpoint
  - Maintains a standard that can be baselined against a known and acceptable standard (FAA regulations)
- Causes for Concern
  - Current ambiguity in Public aircraft operations guidance could adversely reflect upon the perception of all Public operations
  - Clarity of Public operations guidance is one of the keys to the safety and security of all Public aircraft operations

National Security Technologies, LLC (Contractor to the U.S. Department of Energy)

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